

# The Hongkong Telegraph.

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MONDAY, SEPTEMBER 14, 1908.

一拜禮

號四十九月九年八

330 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 15,160,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.  
Kobe. TIENTSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWHONGWANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTON.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 1 per cent.  
per Annum on the Daily Balance.

On fixed deposit—

For 12 months ..... 2 1/2 per cent.

" 6 " ..... 2 " "

" 3 " ..... 1 1/2 " "

TAKKO TAKAMICHI,  
Manager.

Hongkong, 12th September, 1908. [23]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000.

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin Calcutta Hamburg Hankow  
Kobe Peking Singapore Tientsin  
Tientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Sanktion (Preussische Staatsbank).  
Direction der Disconto-Gesellschaft.  
Deutsche Bank.  
Berliner Handels-Gesellschaft.  
Bank fuer Handel und Industrie.  
Robert Wachsauer & Co.  
Mendelssohn & Co.  
M. A. von Rothschild & Soehne.  
Frankfurt a.M.  
Norddeutsche Bank in Hamburg, Hamburg.  
Sal. Oppenheim Jr. & Co., Koln.  
Bayerische Hypotheken und Wechselbank Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT.

DEPOSITS received on terms which may be learned on application. Every description of

banking and exchange business transacted.

A. KOHN,  
Manager.

Hongkong, 4th December, 1907. [30]

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

Paid-up Capital Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,752,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samangan, Sourabaya, Charbon,

Tegal, Pecalongan, Paseroean, Tjilatjap,

Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Bank buys and sells and receives for collection Bills of Exchange, issues

letters of credit on its Branches and correspondents in the East, on the Continent, in

Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 1/2 per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.

Do. 6 do. 4 " "

Do. 3 do. 3 1/2 " "

J. L. VAN HOUTEN,  
Agent.

Hongkong, 16th July 1908. [26]

Hongkong, 8th April, 1908. [25]

Hongkong, 16th July 1908. [26]

Hongkong, 16th July 1908. [26]

Hongkong, 16th July 1908. [26]

Hongkong, 16th July 1908. [26]

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Hongkong, 16th July 1908. [26]

Hongkong, 16th July 1908. [26]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

CAPITAL PAID-UP ..... \$15,000,000

RESERVE FUNDS ..... \$14,000,000

Starling £15,000,000 at 2/11= \$15,000,000

Silver \$14,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

E. Shellim, Esq.—Chairman.

Hon. Mr. W. J. Gresson—Deputy Chairman.

S. G. Barrett, Esq. O. R. Leismann, Esq.

O. G. R. Broderson, Esq. R. Shewan, Esq.

G. Frisland, Esq. Hon. Mr. H. A. W. Slade.

O. S. Gubbay, Esq. H. E. Tomkins, Esq.

W. Helms, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 1 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 12 months, 2 1/2 per cent. per Annum.

For 6 months, 2 1/4 per cent. per Annum.

For 3 months, 2 1/8 per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 22nd August, 1908. [14]

### HONGKONG SAVINGS BANK.

Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 1 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1907. [18]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE:—LONDON.

PAID-UP CAPITAL ..... £1,200,000

RESERVE FUND ..... £1,250,000

RESERVE LIABILITIES OF PROPRIETORS ..... £1,200,000

TOTALS ..... £3,650,000

INTEREST ALLOWED ON CURRENT ACCOUNT.

ACCOUNT at the rate of 1 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 1/2 " "

" 3 " 3 " "

JOHN ARMSTRONG,  
Manager.

Hongkong, 13th May, 1908. [29]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID-UP ..... GOLD \$3,450,000

ABOUT MEX \$7,123,212

RESERVE FUND ..... GOLD \$3,450,000

ABOUT MEX \$7,123,212

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.

6 " 4 " "

3 " 3 " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 8th April, 1908. [25]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI & KOBE... { ORIENTAL ..... About 17th } Freight and

Sept. Capt. A. L. Valentini } Passage.

LONDON, &c., via usual Ports { MALTA ..... 19th Sept. } See Special

Capt. H. Powell. } Noon. } Advertisement.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 5th September, 1908. [7]

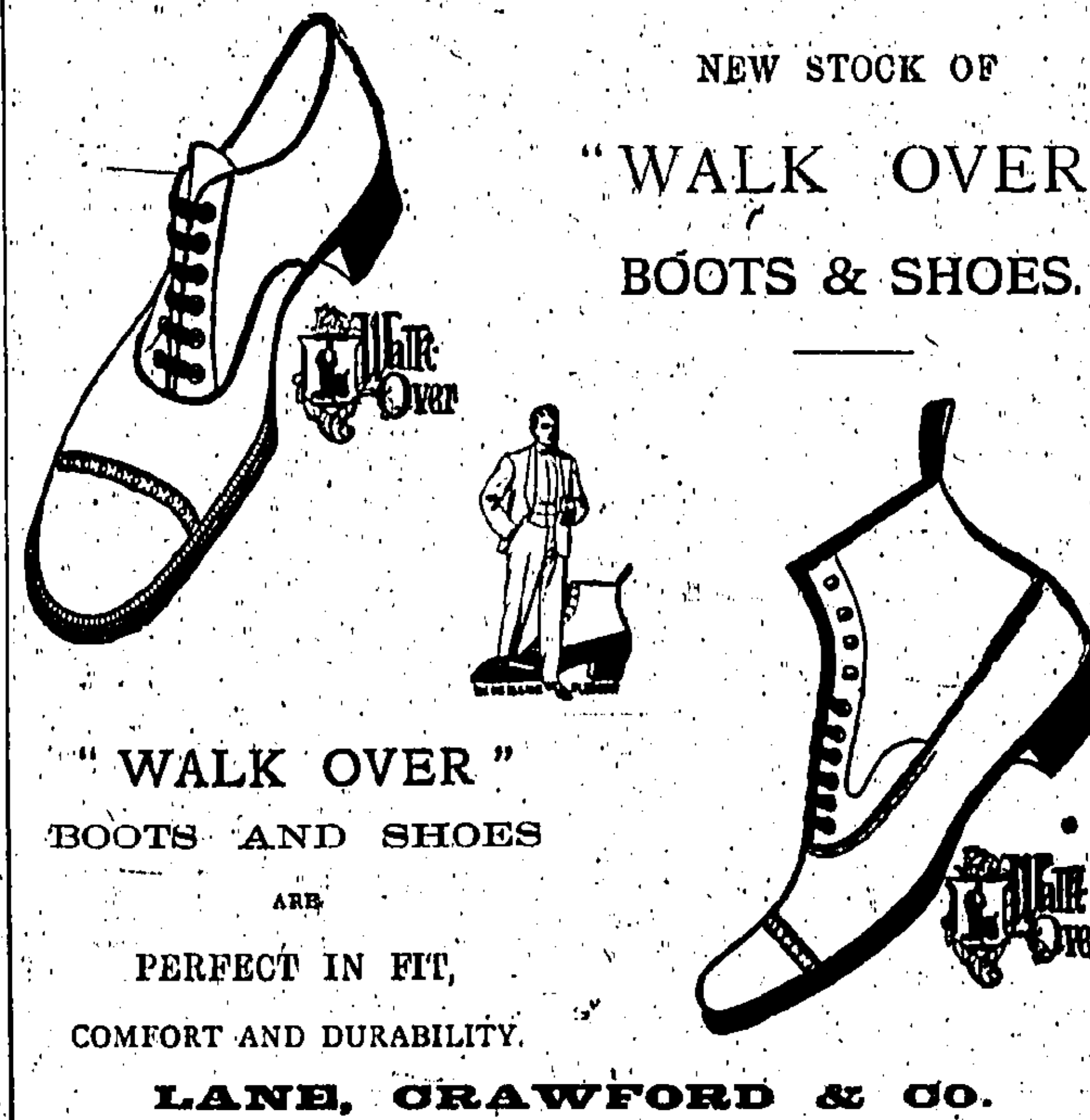
## Intimations.

### LANE, CRAWFORD & CO.

NEW STOCK OF

"WALK OVER"

BOOTS & SHOES.



"WALK OVER"  
BOOTS AND SHOES  
ARE  
PERFECT IN FIT,  
COMFORT AND DURABILITY.  
LANE, CRAWFORD & CO. [38]

Ask for

### KUPPER'S PILSENER BEER

And see that you get it.



Telephone No. 75.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 11th August, 1908. [40]

### THE SAVOY,

13, Queen's Road Central.

### INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO., Agents.

Hongkong, 2nd July, 1907. [47]

### HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRIZE, near the TRAIN TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [66]

## Shipping—Steamers.

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

AND

### HONGKONG-CANTON LINE.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

### HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,551 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do. do. do. Monday do. \$6.00

### CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

### CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 565 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

### EXCURSION TO MACAO.

On SUNDAY, 20th September.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.

Departure from Macao at 5 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,

Hongkong, 11th June, 1907. [1]

### CONNAUGHT HOTEL, HONGKONG.

### A FIRST-CLASS EUROPEAN HOTEL.

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.



## Mails.

## NORDDEUTSCHER LLOYD,

## BREMER.

## IMPERIAL GERMAN MAIL LINE.

FOR STEAMERS TO SAIL.

YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. v. Senden	About FRIDAY, 18th September.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	WEDNESDAY, Noon, 23rd September.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ZIETEN" Capt. F. Frosch	About WEDNESDAY, 23rd September.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. Senden	THURSDAY, Noon, 8th October.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,GENERAL AGENTS, HONGKONG & CHINA.  
Hongkong, 12th September, 1908.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	CALEDONNIEN	Martin	28th Sept., P.M.
MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	29th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	POLYNESIE	Broc	12th Oct., P.M.
MARSEILLES, VIA PORTS	VILLE DE LA CROIX	Barillon	13th Oct., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 to £31.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,  
ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 14th September, 1908.

## CHARGEURS REUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.

NAPLES " 29 "

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND ..... via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE ..... via VANCOUVER.

YOKOHAMA—VANCOUVER ..... 13 DAYS.

LONDON and PARIS ..... 25 "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

## Proposed Sailings:

QUESSANT ..... 17th Sept.	CEYLAN ..... 26th Nov.
AMIRAL OLRV ..... 12th Oct.	CORSE ..... 11th Jan. 1909.

New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

Intermediate class and rates of passage.

All round the world ticket by these boats, &amp;c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 10th September, 1908.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

For further information apply to—

BUTTERFIELD &amp; SWIRE,

WEST RIVER BRITISH S.S. COMPANIES.

Shanghai 10th March, 1908.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 606, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

## Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.  
REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From.	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half Sept.	JAPAN	First half Sept.
TJIMAH	JAPAN	Second half Sept.	JAVA	Second half Sept.
TJIBODAS	JAPAN	Second half Sept.	JAVA	Second half Sept.
TJILIWONG	JAVA	Second half Sept.	SHANGHAI	Second half Sept.
TJILATJAP	JAVA	First half Oct.	SHANGHAI	First half Oct.
TJIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st Floor,

Hongkong, 7th September, 1908.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet &amp; Co.

For further particulars, please apply to—

BARRETTO &amp; CO.,

Agents.

Hongkong, 28th March, 1908.

## EYES



## RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask or write for Illustrated Booklet on "Defective Sight"—free.

LONDON.

11, John Street, Bedford Row, W.C.

Hongkong, 4th March, 1908.

CALCUTTA.

19, Bechook Street.

SHANGHAI.

56, Nanking Road.

## DRINK CURS.

## ANCIENT AND MODERN REMEDIES.

## SHOWER BATHS, FLOODING, AND SURGICAL OPERATIONS.

Some interesting particulars of the curious methods adopted in ancient and modern times to teach temperance were given at the Public Health Congress the other day by Dr. Lausun-Brown, of St. John's Hospital, the Lock Hospital, and the Central London Throat Hospital.

There is no country from China to Peru or from Iceland to Cape Horn, remarked Dr. Brown, in his comprehensive historical address, but has some kind of representation of Bacchus, the God of Wine. He has existed in all countries and in all times. In Corea, in Babylonia, in Arabia, in Egypt, and in every country of Europe, he has been advocated as the jovial god, of corn and wine, the bountiful dispenser of the water of life. It is to these gods that we must ascribe the origin of what are known as 'drinking habits.' Many classical illustrations can be produced of regal banquets indicating the link between the gods and their earthly representatives through this 'invisible spirit of wine.' Then the commercial spirit in its turn usurped these religious and classical devotions, and fostered a tendency towards a state of degeneration in the establishment of public wine houses. The first historical admonition to those who 'harried too long at the wine,' dates back far beyond the time of Solomon to the year 356 B.C. The harmful effects of over-indulgence soon led to the search for means of avoiding that, and efforts were made to discover how to keep well and strong against drink, and how to get well quickly after any immoderate use of wine or other strong liquor. The Arabians were the first, he thought, to suggest the gold cure for inebriety. It was at best a quick remedy, but it has its modern revivals. One writer gives an explanation of how it was applied. 'Gold,' says he, 'that was brought in a place to do a shrewd turn, wash it well, and sprinkle those to be cured with the water. The quick kept the gold and gave the patient the water. (Laughter.) Notwithstanding all these preventive measures, a certain proportion of the population could

NEVER REYEST THE INFLUENCES of strong drink. For the condition of drunkenness they resorted to emetics, pick-me-ups, evaporating lotions for the head, baths—shower baths particularly. The shower bath was Sam' Wellers' method of dispelling the effect of an evening's conviviality at Bury, and making him feel less 'like a walking brandy bottle in the morning.' (Laughter.) He simply put his head under a water pump and got a boy to work the pump. The Greeks had a notion that they could kill drink by drinking, just as they could prevent hydrophobia by taking some of the hairs from the tail of the dog that had inflicted the bite and previously burning them to ashes, administering them to the victim in a large bumper of good old wine. (Laughter.) Surgical operations were even tried, and the blistering iron was a favourite treatment for over-drinking. All these remedies failed because they 'did not take individuality into account. Science has not made all men equally strong in the power of resistance to evil influences, and any device for remedying drunkenness has to reckon with the jerry-built man—the man with a tendency to indulge in too much 'riot,' and who becomes a nuisance and a danger to himself and to society, not by reason of the cup, but of consequences which arise therefrom. (Hear, hear.) So we have the introduction of legislation as a consequence of evil doing. How far it has resulted in a cure of drunkenness we may look back to the past for some instruction and guidance. In Egypt the drunken man was caught and summarily flogged

## MERCELESSLY AND IGNOMINIOUSLY.

If ever there was a temperance reformer distinguished for thoroughness, it was Lycurgus. He cut off the legs of drunkards; and destroyed all the vines he could. Solon, the law giver, condemned an Archon to death for drunkenness, and the Senate of Arcopagus had early closing Acts, and punished people that stopped too long at the wine bar. Pittacus, the sage of Mytilene, inflicted double punishments for crimes committed in drink. These laws seem to have been very effective judging from the present condition of Greece. Greece is a country in which to-day there is not one single restriction against drinking, and no punishments for drunkenness. The vice of drunkenness is scarcely heard of in Greece to-day. The most violent of all laws against the drunkard were those imposed by one of the Sultans, who caused molten lead to be poured down the throats of those whom he termed 'obstinate drunkards.' It cannot be said that the firm hand has not been tried with the drunkard in the past. Every shade of iniquity, barbarity, cruelty, indignity, has been showered upon these poor creatures from the earliest days till now. In our own country, the severity of these laws was of such a character as to be infinitely worse than the evils of the most unrestrained system of liquor traffic. In the days of our modern elegance and refinement, these punishments have been discarded, and the magistrate has to deal with the question of the control of alcoholism. He does it by a process of imprisonment, a punishment which has been in existence for drunkenness from the time of the early Saxons, and from then till now it has never succeeded in reforming a single drunkard. One poor woman, Jane Cakelbread, was convicted and imprisoned in this enlightened country and age 300 times for drunkenness before removal to a lunatic asylum, where she died. During the last century, nearly half a hundred legislative laws have been enacted to amend or control this traffic, and in spite of them all, in the year 1897 the revenue from alcoholic beverage derived from a population of about 40,000,000 persons was paid on 41,000,000 gallons of spirit, 15,000,000 gallons of wine, and 34,000,000 gallons of beer. Enough revenue is derived from the liquor traffic to pay for the upkeep of the British Navy and the

British Army together. If the nation were to turn immediately to resist the Chancellor of the Exchequer would

## PROBABLY COMMIT SUICIDE.

(Laughter.) His Government would assuredly resign, and the Excise officers take to the hills as brigands, until a new Government could be formed, which would, I greatly suspect, be as anxious to use the services of the police to invite the community to use public houses as they at the present day are industrious in keeping them out. (Laughter.) The astonishing feature of the whole thing is, that so few of the population become habitual inebriates or really suffer from chronic alcoholism. The reason, in my opinion, is that only a few persons have any particular susceptibility which causes wine, beer, or malt liquors to act upon them as a virulent nerve poison. In susceptible persons, alcoholism is a spreading disease and spreads with every dose, until it becomes a baffling and inveterate complaint, imperilling, not only health and sanity, but even life itself. For medical men, the problem is, how to deal with these persons. If we are guided by history, the folly of repression whether by State or Church, is apparent. (Cries of 'Question!') The remainder of the address was subject to great interruptions on the part of gentlemen who did not agree with Dr. Brown in his condemnation of the Licensing Bill.—E.S.

## Intimations.

## BENGER'S Food

is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in Tins by Chemists, etc., everywhere.

[738—A]

## O. G. MOOSA,

1 &amp; 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND  
SPLENDID STOCK OF

## FRENCH MILLINERY,

VARIOUS SHAPES AND COLOURS.

## SHOES! SHOES! SHOES!

BLK. AND TAN GLACE KID

from the best American Manufacturer.

## FLANNELS, TWEEDS, SERGES,

Ladies' DRESSING GOWNS

and JACKETS.

Samples on application. Coast  
ports orders carefully executed.GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask  
ex Factory.In Bags of 250 lbs. net \$3.45 per Bag  
ex Factory.

SHEWAN TOMES &amp; Co.,

General Managers.

Hongkong, 15th August, 1908.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 11th April, 1908.







## Intimations.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S  
E  
VERY OLD LIQUEUR  
SCOTCH  
WHISKYA Blend of the Finest Pure Malt  
Whiskies distilled in Scotland.GENUINE AGE  
AND  
FINE MELLOW  
FLAVOUR.

Per Dozen - \$16.50

RAINIER BEER  
LIGHT wholesome, and  
invigorating  
Undoubtedly the best Beer  
brewed in America.A. S. WATSON & CO.,  
LIMITED.THE HONGKONG DISPENSARY.  
Hongkong, 5th September, 1908.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## BIRTHS.

On September 5, 1908, at Shanghai, to Mr. and Mrs. A. MATHER PRYCE, a son.  
On September 1, 1908, at Shanghai, to Mr. and Mrs. E. G. ZELLERMEYER, a son.  
On September 7, 1908, at Shanghai, to Mr. and Mrs. W. T. WATTS-EVANS, a daughter.

## MARRIAGE.

On September 5, 1908, at Shanghai, GEORGE SYDNEY BURTON, 6th son of T. J. Sayer, of Glasgow Court, Newham, Gloucestershire, to JENNIE, only surviving daughter of the late Isaac Hall of Cavan, Co. Monaghan, Ireland.

## DEATHS.

On September 1, 1908, at Hankow, WILLIAM BENJAMIN HICKS, of the I. M. Customs, Shanghai, second son of Captain W. Hicks, Weston-super-Mare, Somersetshire, England.

On September 9, 1908, at Kiangnan Dock, OLAF ROSENKILDE PETERSEN, infant son of Mr. and Mrs. J. G. Peterson, aged 5 months.

## The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 14, 1908.

## THE ADVANCE OF OUR NAVY.

Nearly all Europeans take a deep and abiding interest in all that concerns naval affairs. Probably no vessel has been so much discussed officially and unofficially as the *Dradnought*, and yet from all appearances the Excelsior of Great Britain's naval genius is likely in the near future to be an antiquated piece of steel. For several years, we are told by those who have devoted a lifetime study to the subject, serious attention has been given to the development of some other power than that of steam, and it was only recently that one of these made the prediction that the keel of the steam-driven vessel will soon be struck—that even with turbines steam installation afloat has reached the utmost limits of its efficiency, and that while the passing of the marine steam engine may be no sudden event, yet

it is doomed to go and that the near future will see the vanguards of the future "steamers" without steam. Great Britain, in the vanguard as usual, has been experimenting with gas engines as the motive power, and Mr. Louis Nixon, an eminent American constructor, has been giving his views on the subject. He offers his countrymen some home-truths which are all to the credit of Great Britain. For instance, he says: "Undoubtedly Great Britain can build such battleships, and, of course, she will. She will do it for the reason that her experts now know that the gas-engine battleship is a better battleship than one driven by steam. America is ahead of the world in the art of gas-engine construction. But we do not seem to be willing to benefit by such superiority, but seem to prefer to copy the work of others. Why in engineering development we must wait till England has approved a thing to realize its advantages ourselves I cannot imagine. It is very easy to take a superior stand and oppose progress, but in all-round efficiency the gas-engine has proved itself." That is one of those compliments to the energy and foresight of the United Kingdom which cannot be despised. Here is a foreign constructor of naval machines who admits and actually endorses the action of our own people, who are always believed to be slow to move and behind the times. Captain Mahan, the distinguished expert, has said something similar in more technical language, and if these two men who know their business and the necessities of the Navy agree on this point it cannot surely be said that the Empire is without men who have the ingenuity to invent or the will to execute what should ultimately prove to the advantage of the world. There is no carping spirit in these remarks by Mr. Nixon. Great Britain will undoubtedly bring out her gas-engine *Dradnought*, and for several reasons other than the undoubted efficiency of the engine itself. When metal vessels were seen to be commercially better than wooden vessels, England linked them with the compound engine, and, by giving orders for men-of-war, enabled shipbuilders to put in metal plants and learn the art of metal ship construction, putting her in the front rank as shipbuilder for the world. When water-tube boilers were thought to be in line for all sorts of steam service England gave out orders for destroyers all over the kingdom, letting the builders put in their own boilers. That is not only why the prestige of English building is dear to the heart of her far-seeing statesmen, but the art must keep in advance under any and all conditions. These are statements by one who knows what he is talking about and apparently by one who is a cosmopolitan in his readiness to receive ideas. Another representative of the U.S. Navy, Mr. A. T. Chester, says that under the new conditions England's Navy, ship for ship, will be superior to any in the world, and those vessels whose keels are to be laid for the American Navy having steam plans for motive power, will be out of date before they are launched. The simple fact that steam vessels will consume from two and a half to three and a half times as much coal as those having gas engines, under ordinary cruising conditions, is in itself sufficient to mark the doom of the steam engine, and, when all the other advantages are taken into consideration, there is no comparison between the two systems. All this should be good news for those who doubt the efficiency of Great Britain's Navy, or who question the modernity of those at the wheel. The opinions we have quoted are unbiased because they are intended to awaken the people of the States, our kinsmen and friends, to a lively idea of their sluggishness. At the same time they indicate that the motherland is not so behindhand as many would suggest.

## LOCAL AND GENERAL.

We are officially informed that clean bills of health were issued yesterday.

The German Mail of the 13th August was delivered in London on the 13th inst.

We regret to hear that the Tientsin Cricket Club is unable to send a team to visit Shanghai this season.

The navigating officer of the despatch ship *Alacrity* attached to the China Squadron, Lieutenant Bell, has been re-appointed to her for her new commission.

Mr. S. D. Setna received a telegram, on Saturday evening, that the Cricket Match played at Poona between the Parsies and the Presidency, resulted in the victory of the Parsies by 142 runs.

A GAMBLING house conducted by women was raided at Cheungchau, by Sergeant Gordon, yesterday. Twelve women were captured. They were charged at the Police Court, to-day, and the usual fines imposed.

THE Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three Mines for the week ending August 29, 1908, amounted to 24,487 tons and the sale during the period to 15,500 tons.

For the luxury of washing himself in the flitter beds of the Shau-ki-wan reservoir on Saturday afternoon, a carpenter named Ho Mui had to forfeit \$5 in the Police Court, to-day. It should be mentioned that the carpenter was not supplied with soap, which makes the bath more costly.

THE Portuguese Chamber has passed the Convention between Portugal and Holland for the delimitation of the Dutch and Portuguese territory in the Island of Timor, and the Convention under which disputes between the two countries are to be submitted to The Hague tribunal.

It is stated that owing to the continued ill health of H.M. Kwang Hsu a joint memorial signed by the members of the Grand Council and other Great Departments of State was presented recently to the Throne praying His Majesty to leave Eho Park Palace and to take up his residence in Peking instead.

DURING the hearing of a case in the Supreme Court, this morning, a witness gave his opinion as to what he thought was a club or not. In reply to a question in cross-examination, he said: "I cannot say whether the club was a proper club, because I have never heard of any gambling being carried on the premises."

A TOKIO despatch, of 5th inst., reports:—Another conflagration broke out at Niigata yesterday, and 3,500 houses were burnt down. The fire wiped out almost all parts of the city that had escaped the recent fire. The total damage wrought by the conflagration at Niigata amounts to over ¥2,500,000, of which ¥1,000,000 only is covered by insurance.

THE following appointments have been made at the Admiralty:—Captain J. Lyos, to the *Tamar*, as commodore, second class, and naval officer at Hongkong; Lieutenant N.L.R. Bell, to the *Alacrity* (N), temporary, on recommissioning, undated; and Engineer Commander J. Mountfield, to the *Tamar*, additional, as first assistant to the chief engineer, Hongkong, to date, 11th inst.

A SHOPKEEPER, who was charged in the Police Court, to-day, with being in unlawful possession of a quantity of Army telegraph forms, which were stolen from the R.E. store-room, was fined \$10. A money-changer was also charged with purchasing some of the stolen goods, but he was discharged; likewise two Chinese storekeepers of the R.E. department, who were charged with the larceny of the forms.

THE action brought by Lau Man Cho against the Hongkong and Shanghai Bank to recover 32 titles deeds, or their value, \$500,000, and the counter-claim to recover \$1,000,000 odd, was continued before the Chief Justice in the Supreme Court, to-day. Evidence was heard, and the case further adjourned until to-morrow. It is not expected that the case will conclude before Friday.

A MOST unfortunate accident occurred early this morning in a Chinese Sugar Refinery in Great George Street, East Point. A workman was sent to the top of a shaft to receive what sugar was being sent up in lifts. While standing in that position the man lost his balance and fell down the shaft, sixty feet to the bottom. Death was instantaneous. The workman's mangled corpse was sent by the police to the mortuary.

ACTION on information received from the Chinese authorities at Canton, the police, yesterday, placed under arrest a Chinaman, who, it is alleged, took part in an armed robbery which was committed on the 12th September last, in the interior of China. The suspect is Chan Yui, alias Chan San Cheung, the runner of a boarding house in Wing Lok Street. Accused was charged in the Police Court, this morning, and remanded for a week, pending the arrival of witnesses from the interior.

CAPTAIN Herbert Lyon, from command of the battleship *Formidable* in the Channel Fleet, has been appointed Commodore at Hongkong, and will fly his broad pennant on the *Tamar*, receiving ship at that base, in succession to Commodore Robert H. Stokes. The new Commodore has served afloat since January, 1896, was promoted lieutenant in 1880, commander in 1894, and captain in December, 1900. He was a midshipman on the *Charybdis* during the operations in the Linggi and Lukat rivers, against the Malays, in the Straits of Malacca, 1874-75 (Perak medal with clasp); was sub-lieutenant of the cruiser *Bodensee* during the Zulul War, and was with the naval force landed from the Cape Squadron to take part in it. He was with the Naval Brigade in the march to the relief of Ekowe, shared in the battle of Chingulova and other actions with the enemy (medals).

DURING the early part of March last a cook, who was then in the employ of the foreman coolie of the Kowloon-Canton Railway (South face tunnel) disappeared. Immediately afterwards the foreman—Tsang Sang—discovered that one of his boxes containing \$117 worth of money, clothing, and jewellery had gone. A report was made to the police at Sam-shui-po, but the search for the cook ended fruitlessly. Yesterday afternoon, however, while Tsang Sang was out walking at Yau-mat he met the cook selling food in the street. Unassisted he took his man to Sam-shui-po, and handed him over to the police. When asked what he had to say, the cook, who gave the name of Mok Kam, pleaded guilty. "I stole the box," he said, "and took it to Canton and sold the stuff there." At the Police Court, this morning, he was sentenced to three months' hard labour.

## The Opium Question.

## MR. CLEMENT'S MEMORANDUM.

CRITICISMS BY THE SECRETARY OF THE SOCIETY FOR THE SUPPRESSION OF THE OPIUM TRADE.

To the Editor of the "Hongkong Telegraph." SIR,—A correspondent has kindly sent me your issue of 9th July, containing the reprint of an article from the *Singapore Free Press* on Mr. Clement's statistics of Opium Consumption. Will you kindly reproduce the following, forming the substance of a reply which I am sending to that paper.

The *Free Press* speaks of Mr. Clement's conclusions as based upon "indisputable data of population, opium production and import, and average individual consumption." The fact is that, of these four items, all but one, the import of opium, are not merely disputable, but have long been the subject of controversy. (1) The question as to the real figures of China's population was keenly controverted when Medhurst published his work on China in 1838, and Dr. Arthur Smith's "Uplift of China," published last year, calls it "one of the insoluble riddles of contemporary history." Mr. Clement quotes some authorities which maintain the substantial correctness of the Chinese official estimates; he omits the weighty authorities which hold them to be unreliable and exaggerated. (2) As regards opium production in China, the last report by the Statistical Secretary of the I. M. Customs tells us that "obscurity surrounds the production and movements of the native drug," and his predecessor Mr. Morse has stated that the returns given cannot be said to be even measurably correct. The figures are supplied by Chinese officials who have a strong interest to understate them. (3) As to the average consumption of opium, this has been a question in dispute ever since Sir Robert Hart's report of 1881, which estimated it at 3 mace daily, and on that basis concluded that there were at that time about 2 million smokers in China, or 2 1/3 of one per cent. of the population, which he placed at 300 millions. These figures were treated as greatly under-estimated by the *North China Daily News*, and by the Anglo-Chinese Press generally. It was pointed out that Dr. Lockhart and Sir Rutherford Alcock had based previous calculations on a daily average consumption of only one mace. Consul-General Hosie, in his report on Szechuan, places the figure at two mace, which agrees with Mr. Clement's estimate; but it must be remembered that this applies only to the Chinese drug, less potent than the Indian. And as regards the proportion of opium-smokers, Mr. Hosie places it for that province, at "50 per cent. of the males and 20 per cent. of the females" obviously meaning adults, in cities, and 15 and 5 per cent. respectively in the country. These figures, he says, are "well within the mark," and my own inquiries, when travelling through the province last year, induce me to believe that they are understated. In one poppy growing district, as I was assured by a missionary who knows it well, the whole population—men, women, and even boys—was almost all addicted with opium. In Chihli, on the other hand, 14 years ago I found opium-smoking to be quite exceptional in the districts. I believe that it is helpless to attempt, with any approach to accuracy, to estimate the number or proportion of opium-smokers in China.

That the evil is felt by the Chinese, especially the most enlightened and high-principled amongst them, to be one affecting the very life of their country, is clear from the efforts they are making to put a stop to it. British Colonists will surely desire to assist the British Home Government, even at some sacrifice to themselves, in helping China to rid herself of this great curse.—Yours truly,

JOSEPH G. ALEXANDER,  
Hon. Sec.

Society for the Suppression of the Opium Trade,  
187, Queen Victoria Street,  
London, 13th August, 1908.

## A LAD'S NARROW ESCAPE.

HOW HE ESCAPED A STAB IN THE HEAD IN THE SLAUGHTER HOUSE.

West Point's second stabbing affray was perpetrated in the Kennedy Town Slaughter-house at an early hour this morning. A lad, who is employed by a shopkeeper at 93, First Street, in the ordinary course of his duty, called at the slaughter-house to make his usual purchase of entrails. He told the butcher—a man named Lo Shui Pui—what he wanted. "Don't bother me now," the butcher is reported to have said. "Go and pick them up for yourself."

Taking the man at his word the lad went to the counter lower down—and was proceeding to fill his basket, when, it was asserted, he was suddenly pushed away from the counter. Of course, the lad wanted to know why he was assaulted in that manner. "Empty what you have in your basket," ordered the butcher, who hinted that there was something other than entrails there.

The lad replied that he had paid for what he had, and was going to keep them. This seemed to have angered the butcher, who picked up a knife from the counter and struck out at the youth. The blow would surely have touched the lad's head—had he not raised his hand and ducked, and so warded off what would have been a serious stab on the head. Instead of that he received the full force of the blow on his hand, two of his fingers being cut.

The butcher was placed under arrest, and appeared in the Police Court, to-day, charged with "assault." He pleaded not guilty to the charge, but was fined \$1.

THE *Charybdis*, cruiser, Captain the Hon. S. Hawke, left Gibraltar on 10th ult. with new crews for the *Ulu* and *Gedewa*, sloops, and the *Alacrity*, despatch vessel, on the China Station.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## MARITIME GAMBLING.

To the Editor of the "Hongkong Telegraph." SIR,—I feel that, in justice to the fair name of an honourable profession, I should officially protest against the thinly-veiled insinuations, which have been cast by certain shipowners upon the "P.P.I." policies. I do not consider that Shipowners should shuffle out of this matter at the expense of Shipmasters, who are not prone to casting ships away as some would allege.

As everybody knows, the present controversy has sprung from the recent Board of Trade inquiry into the wreck of the s.s. *Albion*, where, from the procedure, which was followed, there was an obvious inference that she had been cast away. But there was not a shred of evidence in support of the theory, and Captains and Officers were completely exonerated from any blame in the matter.

Within my very long personal experience of Board of Trade inquiries there has never been a single case of a ship being cast away. Darratry amongst Shipmasters of the present generation is a thing unknown, and it is highly improper to suggest that there is even a possibility of their collusion with people who wish to insure a ship with felonious intent.

In actuality these "P.P.I." policies are a menace to, not the reputation, but to the livelihood of the Captains and Officers of the British Mercantile Marine. It has been shown that when an accident occurs to a ship, and it is discovered that claims are at once lodged on account of "P.P.I." policies, suspicion inevitably falls on the Captain and possibly on his Officers also. The position then is, not so much the defence of their certificates, as to save themselves from gaol, and the lasting humiliation and degradation of themselves and their friends.

There is another important point which must not be missed. I see a statement of a Shipowner that, hearing that "P.P.I." policies had been effected on one of his ships, he summarily discharged the whole of the Officers and crew. This is a sample of justice as meted out by certain British Shipowners. It is one of the charms of modern sea-going, and accounts for anyone with a spark of pride or ambition turning to anything but the sea for employment.

If Captains and Officers are summarily thrown out of positions they have taken long years to attain simply because some quite unknown outsiders choose, for reasons best known to themselves, to take out "P.P.I." policies, then the time is quite ripe to invoke a drastic remedy.

British Shipmasters have far more to complain about than British Shipowners do the matter of "P.P.I." policies. They will gladly co-operate with Shipowners in abolishing a pernicious form of gambling, but in doing so they are not going to sit down and tacitly admit any suggestion that they might be guilty of participation in nefarious transactions which possibly would end in the sacrifice of human life.

I am, Sir,

Your obedient servant,

T. W. MOORE,

Secretary.

The Imperial Merchant Service Guild,  
The Arcade,  
Lord Street, Liverpool,  
August 14th, 1908.

## NIPPON YUSEN KAISHA.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—We beg to subjoin herewith, for the information of your readers, a statement of the times occupied in transit from Yokohama to New York of Silk which moved over the Great Northern Railway during April, May and June, 1908:

Ex *Aki Maru* arrived Seattle 2nd April: 21 days 2 1/2 hours.

Ex *Iyo Maru* arrived Seattle 16th April 20 days 20 hr. 30 min., 21 days 2 1/2 hrs.

Ex *Kaga Maru* arrived Seattle 1st May 21 days 10 1/2 hours.

Ex *Minamoto Maru* arrived Seattle 13th May 18 days 2 1/2 hours.

Ex *Tosa Maru* arrived Seattle 1st May 20 days 2 1/2 hours.

Ex *Shin no Maru* arrived Seattle 18th May 20 days 1 1/2 hours.

Ex *Tango Maru* arrived Seattle 11th June 21 days 20 hr. 30 min., 22 days 6 hr. 1 min.

Ex *Aki Maru* arrived Seattle 25th June 21 days 1 1/2 hr. 30 min., 22 days 16 hr. 1 min.

Transferred into 3 cans en route.

Average time per car 21 days, 7 hours.

We are, Dear Sir,

Yours faithfully,

NIPPON YUSEN KAISHA.

T. W. MOORE, Secretary.

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T. W. MOORE, Secretary.

## CANTON DAY BY DAY.

## PROPOSED FISHING COMPANY.

[From Our Own Correspondent.]

Canton, 12th September.

The Canton Self-Government Society has again called a meeting for to-morrow for the purpose of discussing the floating of a fishing company in Canton. The Society hopes to raise a capital of \$500,000 for the enterprise from subscriptions by shares.

## PIRATES CAPTURED.

Six of the pirates who had plundered the steam launch *Fochoo* on the East River, in Weichow, a short time ago, were captured the other day and were brought to Canton yesterday to be dealt with.

## DISTURBANCE AT TAI WONG KONG.

A letter from Kwangai states that, though the mutiny in Tai Wong Kong had been suppressed, the rioters have occasionally returned to the locality and resorted to acts of violence and created disturbances. On the 3rd instant the returned mutineers collected together to the number of some six hundred at a village called Chum Sin. The gentry of the village earnestly begged them to retire peacefully and promised to forgive them, and allow them again as Government soldiers, should they surrender their arms and ammunition and give themselves up at the Kwei Ping magistracy. After considerable discussion the mutineers consented to comply with the request of the local gentry, but when they were about to hand over their weapons, Taotai Wong suddenly appeared on the scene with about a thousand troops to surround them. At that time the rioters were still in possession of their weapons which are all of modern type and with which they vigorously resisted the troops and took to flight. During the engagement, which lasted over sixteen hours, from the morning of the 4th instant to nightfall, when all of a sudden there was a downpour of heavy rain, the weather being miserable, the insurgents availed themselves of the opportunity to flee and so escaped capture with the result that there were heavy losses on both sides.

## CANTON-HANK V RAILWAY.

With reference to the telegram from Peking two days ago, that H.E. Chang Chih tung, the superintendent of the Canton-Hankow Railway on receipt of a report about the unsatisfactory state of the working of the Railway Company here, decided to personally make a tour of inspection of the road, it is now learnt that H.E. Chang will probably leave the Capital about the end of the 9th moon by way of Hui and Hunan to Canton to investigate matters in this connection.

## MR. PUN YUEN YIU.

Mr. Pun Yuen Yiu, of Canton, is in receipt of a telegram from the Ministry of Civil Affairs ordering him to proceed to the Capital where he will be given a post in that Ministry.

## AN APPRECIATED OFFICIAL.

The present Kwangchow Prefect, Chan Mong Tsang, has been promoted Taotai for the Development of Native Industries in Canton and he is about to hand over charge of his present office. The committee of the Cheap Rice Distribution Bureau will, to-morrow, in a body proceed to his yamen to present him with certain gifts in the shape of embroidered scrolls, etc., as a token of his kind services towards the Canton people, especially his successful efforts in keeping the distribution of cheap rice for the supply of the poor classes of the community. It is reported that Chan will proceed to the capital for an Imperial audience about the end of next moon before taking over charge of his new appointment.

## BLAZE IN QUEEN'S ROAD.

## SERIOUS DAMAGE TO FOREIGN GOODS FIRM.

Queen's Road Central was the scene of a fire at about half-past nine o'clock on Saturday night. The outbreak started in the basement of the building (No. 16) occupied by the Wing Ying Cheong Company—a foreign goods shop. The alarm was given by one of the shop's assistants, who, it is alleged, was responsible for the outbreak. The assistant, it would appear, was descending to the basement with a lighted lamp in his hand when he slipped on the staircase and fell. The lamp struck the basement and exploded, setting ablaze a quantity of straw which had been stored there for packing purposes. In an instant, the assistant had picked himself up and, rushing to the street, notified the first policeman, who telephoned the news to headquarters.

When the fire brigade arrived on the spot the flames had made great headway and had ate its way to the back of the shop, destroying most of the valuable *en route*. Like *Trilium* the firemen worked for about half an hour, and finally they succeeded in confining the flames to the basement which was gutted.

The damage done by fire and water is estimated at \$3,000. The premises were insured for \$30,000 in two firms—Messrs. W. Humphreys and Company and Harry Wicking and Company.

## THE MANCHURIAN VICEROY.

## A VISIT TO PORT ARTHUR.

Tokio, September 9.

Viceroy Hsu Shih-chang leaves Mukden to-morrow on a visit to Port Arthur, where he will arrive on Friday, to return the visit of Baron Oshima, Governor-General of the Kwangtung Peninsula, and to convey the decorations which the Chinese Emperor has conferred on General Oshima.

Viceroy Hsu Shih-chang will spend two days at Port Arthur and one at Tairen. The South Manchuria Railway contributes ¥100,000 towards the expenses of the welcome to be accorded to His Excellency.

On his return journey the Manchurian Viceroy will proceed by sea to Newchwang—J. C. News.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## AMERICA AND CHINA.

## PROPOSED ABOLITION OF POLL-TAX.

[By courtesy of the "Shing Po"]

Peking, 13th September.

The American Minister in Peking has informed the Waiwupu that the United States Government is about to abolish the poll-tax on Chinese subjects entering America.

Tokio, September 7.

H.E. Shoung Huan-hui, Chinese Minister to the Japanese Court, is expected to arrive in Tokio on the 9th instant. In the course of an interview granted to a newspaper correspondent en route the new Minister stated that he deprecated the suggestion of an alliance between the United States and China. For the present China was unable to be either the antagonist or the ally of any Power.—N. C. D. Adviser.

## APPOINTMENTS.

## PROVINCIAL FOREIGN COMMISSIONERS.

[By courtesy of the "Shing Po"]

Peking, 11th September.

The following appointments as Foreign Commissioners have been made by the Imperial Government:—

- Tsai Siu-ki, for Chih-li province.
- Ng Pan-hung, Hupeh province.
- Chu Chun-ki, Shantung province.
- Hu Tai-sun, Kwangsi province.
- Hu Kwok, Anhui province.
- Tsai Nai-Kwong [Shanghai Taotai], Kiangsu province.
- Wong Ko, late Chinese Minister to Rome, Kwangtung province.

[Kreuter's.]

## The Glasgow Unemployed

LONDON, 11th September.

The Local Government Board have sent two thousand pounds to Glasgow, to relieve the distress.

The Glasgow Municipality have decided to give needy children three meals daily, and to purchase 170 acres of land in the vicinity of the town to provide work for the unemployed.

Later.

## The German Army Manoeuvres.

The German Army Manoeuvres have ended with the retreat of the invading army, the troops being terribly exhausted. The Emperor delivered his criticisms on the operations to his assembled officers, entering into every detail of the work performed.

## The Moroccan Question.

The *Norddeutscher*, denying the assertion of the French press that Herr Vassel intended to use Mulai Hafid to dismiss his representatives at Tangier on the ground of his being too Francophil, warns the press of the possible effects of groundless suspicions and studiously hostile language in reference to German policy, on the prospects of obtaining Germany's assent to certain special proposals which France is putting forward.

## The Kaiser in Alsace.

12th September.

H. I. M. the Kaiser visited the Schlaucht mountain pass on the French frontier, but, owing to its late receipt, had to regretfully decline the invitation of the French authorities to cross the frontier to Hohenak where a still more magnificent view is obtained.

His Majesty thereafter motored through Alsace, receiving ovations from the inhabitants who greeted him with the pealing of bells and the strewing of flowers in his path. Speaking at Colmar, His Majesty said that the warmth of his reception had touched his heart.

Alsace had undergone vicissitudes, but was now able to develop itself undisturbed, protected by the German Eagle, his standard which stood for the maintenance of peace.

LEUNG CHI KAM, a fisherman, of fishing boat No. 1602, was, in the Police Court, to-day, called upon to answer a charge of stealing a dinghy from another fisherman in Cheung-chau bay, a month ago. "I borrowed it," was accused's excuse. The complainant said that on the evening of August 14th the dinghy was moored alongside his junk. In the morning it had disappeared. He suspected accused, for this was the last boat to leave on the fishing cruise. Complainant waited until the return of accused's boat yesterday when he saw the dinghy on board. Result—Six weeks' hard labour.

## A CLUB AND SOME FURNITURE.

## SEQUEL TO A RECENT POLICE COURT CASE.

This morning, in the Supreme Court, an action was brought against Pow Tak Fai, a ship's carpenter, residing at 51, Aberdeen Street, by the Hong Yuen Club, which is situated at 72, Wellington Street, for the return of four blackwood tables and eight chairs, or, in the alternative the club claimed their value—\$69.

Mr. Reginald Harding appeared for the club, Mr. W. Daniel, of Messrs. Johnson, Stokes and Master, appearing for the defence.

In outlining the particulars of the case, Mr. Harding said that he might as well inform the Court that the chairs and tables formed a recent case in the Police Court, in which the defendant was accused of theft. The magistrate (Mr. Wood) decided that he had no jurisdiction over the matter.

Mr. Daniel—I don't think the magistrate said that as a ground.

Mr. Justice Gompertz—Was the accused discharged?

Mr. Harding—Yes.

Mr. Daniel—But there might have been other grounds for his discharge.

Proceeding, Mr. Harding stated that the club was a Chinese one, and the defendant a carpenter on board the steamer *Shooh Maru*. Some time in July last year a number of tables and chairs were purchased by members for the club. Later in the year the club got into difficulties owing to the absence of ready money. The defendant came to the rescue and advanced something like \$70—in two instalments—to the club, the club members pledging a number of chairs and tables to him. The goods were not given to him, Mr. Harding remarked with some emphasis—only pledged. In August of this year the defendant, becoming tired of being a member of the club, visited the premises during the absence of most of the members, and took away the furniture.

Mr. Justice Gompertz—He did not have the goods in his custody?

Mr. Harding replied, "No." The defendant was only given a paper showing that certain pieces of furniture were pledged to him. The defendant, said Mr. Harding, had no right to go to the club and walk off with its furniture, since the club did not owe him \$70, part of that amount having already been repaid to the defendant, who did not pay his club fees. But assuming that the club did owe him \$70, which the prosecution denied, the defendant had no right to have done what he did. He might have been right, morally, but that was not what they were going on.

The manager of the club was called, and examined. He stated that all the money the club owed the defendant now was \$17.18. Defendant lent the club \$50—the first instalment and \$3 the next. When the second payment was made defendant told witness to take out from that what he owed the club for membership fees.

It was urged for the defence that the furniture belonged to the defendant, having regard to the fact that the club owed him money.

His Lordship found for the defendant with costs.

## DARING JUVENILE PRANKS.

## A LAD BEHIND A MONEY CHANGER'S COUNTER.

The story of a most barefaced robbery was told in the Police Court, this morning. A lad named Lo Sau, sixteen years of age, was charged with stealing \$30 in cash from a shop at 34, Des Vaux Road, which charge he admitted yesterday, but denied when taken before the magistrate (Mr. Kemp) to-day.

The ground floor of 32, Des Vaux Road Central, it might be explained, is used as a piece goods shop, and part as a money-changer's. On Saturday afternoon two boys, one of whom was the accused, entered the shop and one of them asked to be shown a blanket. That the lads were aware that blankets were stored at the rear of the shop is certain, for while one of the boys went to inspect the blankets, the other, the accused, stepped unnoticed behind the counter of the money changer, and pocketed three \$10 rolls of silver, which he removed from a drawer. His confederate at the rear was, however, too quick in his inspection, believing, probably, that his chum had got the money and gone, and being in a hurry to share the spoils left the shop. But the accused had not yet closed the drawer from where he had got the money, and he was seen, and captured. The other lad made his escape.

The evidence was conclusive. It was learnt that accused had had a previous conviction for a similar offence, and he was sentenced to six weeks' hard labour, and to be whipped—twelve strokes. The police are searching for the confederate.

## DEVON CATTLE FOR JAPAN.

## AN INTERESTING SHIPMENT.

On board the N. Y. K. *Imbama-maru* there arrived at Kobe on Friday (17th ult.) a consignment of forty choice Devon cattle, purchased at Taunton for the Japanese Government, for breeding purposes. These animals are described as being descendants of some of the finest blood in Devon herds, and the average price given for the beasts was sixty guineas (£63). All the animals were subjected to a very rigorous tubercle test before shipment. Among the well-known breeders and exhibitors from whom these cattle were purchased are Mrs. Skinner and Sons, of Bishop's Lydeard, who won the championship this year at the Royal Agricultural Show for Devon bulls, and Mr. T. S. Morgan, of Whimble, Devon, whose exhibit at the same show won the championship for Devon cows.

The herd has been in charge of Messrs. Barry and Stevens on the voyage out from London to Japan, and although some bad weather was experienced—the *Imbama-maru* encountering the *Duquesne*—the animals have been in good health, and have arrived in Japanese waters in excellent condition.—*Japan Chronicle*.

## AFFRAY AT WEST POINT.

## HOUSE ATTACKED AND THREE PERSONS STABBED.

The Western district was the scene of two stabbing affrays during the last twenty-four hours, the more serious one being that in which three persons were stabbed, and the capture of five men effected by Inspector Robertson and his men.

Although minute inquiries have been made by the police no explanation could be got from the parties as to what brought about the affair, and it is likely that the motive will never be unveiled. The police are, however, of opinion that jealousy was the cause.

The alleged facts of the case as they were told to the police were these. Just before four o'clock on Saturday afternoon seven or eight men called and gained admittance to a house of doubtful character at 9, Yat Fu Lane. The men were shown into the drawing room where they waited for some time, not a word being passed between them. Five minutes later a woman named Chan I Mui entered the parlour and proceeded to make her apologies to one of the men for the day, when she was struck on the back from behind by one of the visitors with a fighting-iron which he snatched from his floor. The unfortunate woman collapsed to the floor. Her cries were heard by two other men, who were seated in an adjoining room, and they proceeded to ascertain the cause. They all no sooner stepped into the drawing-room than they were set upon by the others. A fierce encounter followed, knives were produced, and the two men were severely stabbed about the head and arms.

Meanwhile the police had been sent for and on their arrival several minutes later they arrested five men, the others having escaped. The three victims were sent to hospital, and they are not expected to be discharged for a few days.

Soon after the injured people had been despatched to the infirmary, the police, in the presence of the prisoners, searched the drawing-room and found concealed under the chairs and tables two swords and five fighting irons. The quintette were detained at No. 7 Police Station overnight, and this morning were arraigned in the Police Court, on two charges, as follows: assault occasioning bodily harm, and with being in possession of dangerous weapons without police sanction.

The charges were denied, and the accused were remanded for trial.

## WHAT WOULD HAPPEN?

"When I got home I was much surprised and greatly astounded to see the defendant seated beside my sister and his arm around her neck." An English-speaking Chinaman made the above remarks to the witness-box in an assault case which was heard in the Police Court, to-day. The defendant was a British sailor from H. M. S. *Clio*, who was charged with assaulting a school-girl at Shau-ki-wan yesterday. "Supposing a Chinese sailor had gone to England," the witness continued, "and had placed his arms round an English lady, what would have happened?" he asked. The evidence was held insufficient to convict and the sailor was discharged.

## KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council held at the Board Room, on the 25th August, 1908.

Present:—Messrs. W. H. Wallace (Chairman), J. S. Fewick, Huang Tsan-chew, W. Kruse, B. Okuyama, W. Wilson, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

A communication was read from the American Consul asking what action the Council were taking regarding the issue of fresh licenses for the sale of liquor previous to and during the visit of the American Fleet to Amoy, at the same time pointing out that as the Chinese Government had declared its intention of supplying beer and temperance drinks to the men of the Fleet free of charge during the reception, he thought the Council would agree with him that there was no necessity for the issue of more licenses than those in force.

The Council was of opinion that the number of licenses for the sale of the liquor at present in force in the International Settlement of Kulangsu was quite sufficient, and therefore any applications made to the Council for such licenses would be refused.

The question of the appointment of three foreign gentlemen to serve on the Land Commission was further discussed.

An application on behalf of the Chinese Government, from the Acting Deputy Commissioner of Customs in Charge, Amoy, for permission to make certain additions to a temporary nature to the jetties at Ling-tow, for the use of the American Fleet on their approaching visit, was read, and the Secretary was instructed to reply that the Council sanctioned such additions and alterations, provided that no obstruction was caused to the traffic at Ling-tow during the period of construction, and that the present stone jetty and its approaches were left in good order and repair on the removal of the proposed temporary structure.

The Superintendent of Police reported the following cases had been dealt with at the Mixed Court since the last meeting:—Scammers: Carrying out a barrel without a permit 2, Allowing pigs and cattle to stray 4, Breach of theatre permit conditions 2, Creating a disturbance 1, Assault 1, Debt 3, Illegally removing furniture 1, Quarrying without a license 1, Non-payment of Assessment 7, Kidnapping 1, Summary Arrests: Assault 4, Being in unlawful possession of property 2, Theft 1, Committing a nuisance 1, On suspicion with stealing, etc. 1.

(Signed) W. H. WALLACE, Chairman.  
G. BIRKBEY MITCHELL, Secretary.

## HONGKONG VOLUNTEER CORPS.

## PROMENADE CONCERT.

The second promenade concert under the auspices of the Hongkong Volunteer Corps was held on the Volunteer Parade Ground on Saturday night. There being no typhoon signal hoisted as on the previous occasion, a larger attendance patronised the entertainment. The neat, little stage was tastefully decorated with flags and palms, a special feature of the latter being a number of multi-coloured electric lamps ingeniously placed among the plants, which gave a fine effect. The Band of the 3rd Middlesex Regiment was in attendance and provided some excellent pieces. As is to be expected on such occasions, it is extremely difficult to confine the items to the original programme, and Saturday night proved no exception to the rule when it was found that Mr. W. H. Haginbal, who was to have accounted for "The Captain said I'll stick to the ship," could not attend, as a telegram was received to that effect from Canton at the last moment. Mr. R. C. Graff was also unavoidably absent. Their places were ably filled by Messrs. Cobden and Austin.

The first part of the programme opened with the stirring strains of "Defiance" by the Band of the Middlesex Regiment. The second item was a tenor solo, "Look in mine eyes," by Mr. P. W. Goldring, who, as usual, delighted the audience and had to respond to an encore. Mr. Cobden then appeared in a delightfully amusing sketch entitled "To be continued," which received a tremendous ovation, to which he had to reply with a second song. "Love the Pedlar" was rendered by Mrs. G. H. Edwards in a very sweet style. Then came the heroes of the evening, Messrs. W. Benedetto and Ivyn Caryl, in an original duet "Why! Of Course," where they scored decided hits by a number of topical allusions to Hongkong's crying wants, such as the typhoon shelter, the volunteers, etc. In response to the cheering cheers of the audience, the song "Miti" from the "Girls of Gottenberg" was given in capital style. "The Gondoliers," by the Band of the Middlesex Regiment, brought the first part of the programme to a close.

The second portion opened with "Lady Madcap" by the Band of the Middlesex Regiment. A tenor solo, "Is Love a Dream?" by Mr. G. H. Edwards, was well received. The Misses Seih then appeared in a duet, "La Serenata," which was very prettily rendered. Both these young ladies possess well-trained voices, and it was a real treat to hear their sweet notes blend together in what was unquestionably a harmonious and faultless duet. A song by Mr. Austin was the next item, which was appreciated. The last vocal item was reserved for Lieut. R. M. Crosse, R.G.A., who created a regular furor among the audience with his usual clever skits at the piano. His hearers literally roared with laughter at his remarkable capacity in imitating the singing or howling, he should say, of his grandfather, eldest sister, youngest brother, and other members of his musical family. Lieut. Crosse had to appear fully three times in order to satisfy the ticklish fancy of the audience. The Band then struck up "By the Swanee River" at the conclusion of which the National Anthem brought a very enjoyable evening to a close.

The accompanist for the evening was Mr. George Grimble, who discharged his arduous duty very creditably.

## MARINE COURT.

## DISOBEYING POLICE ORDERS.

In the Marine Court, this morning, before the Hon. Commander Basil Taylor, R.N., Harbour Master, Lau Ping, master of the unlicensed steam launch *Mika*, was charged by Police Sergeant W. R. Sutton with unlawfully failing to stop his launch when called upon to do so by a Police officer at 12.45 p.m. on the 11th inst. in Victoria harbour, a charge which the defendant pleaded guilty. It was stated by prosecutor that at about 12.45 p.m. on the day in question, he saw defendant's steam launch *Mika* crossing from Hong-kong to Yau-ma-tei. He blew his whistle four times—four blasts each time—but no notice was taken of this by the defendant. He observed someone go from aft to the man at the wheel, and then to the engine-room. The launch then increased its speed and went as fast as she could to Yau-ma-tei. Witness boarded her at Yau-ma-tei about five minutes afterwards. Defendant was on board at the time.

The defendant denied hearing the whistle. He was fined \$5.

## ANCHORING IN HARBOUR REFUGE.

In the same Court, twelve owners of cargo-boats were charged with unlawfully remaining in the Refuge at Causeway Bay without the special permission in writing of the Harbour Master on the 11th instant. All admitted the offence. P. C. Arthur Burford, who prosecuted, stated that between 5 and 6 p.m. on the 11th instant, he proceeded to Causeway Bay, which was nearly full of boats. There were no signs of bad weather at the time. He had also warned some thirty or forty of them in the morning. A fine of \$3 was imposed in each case.

Leung Tai, a cargo-boat woman, was charged with the same offence by E. F. Gibson, Sub-Marine Engineer. Prosecutor stated that at 3 p.m. on the 11th instant, he had occasion to go to Causeway Bay to his godown to get some diving gear. Defendant's junk was lying in a south-west corner of the shelter, thus obstructing the landing place. The defendant refused to move in order to allow him to land. Defendant's statement was to the effect that she was told by the Kennedy stables authorities to go there to embark horses. She did not embark any. She was fined \$5.

The same charge was repeated in the case of Sin Tsat and Chan Mu, boatwoman and master respectively of cargo boats. P. C. Leung, who prosecuted, stated that at 7.45 p.m. on the 11th instant, he was stationed at Causeway Bay. He went alongside a boat to examine the license, when he noticed defendant's boats among others leaving the shelter in a hurry as soon as they saw him there. The defendants pleaded: They were afraid of the typhoon and so they went in there in order to obtain shelter. Both had to pay the same amount to augment the Government Treasury as the other offenders, viz. \$5.

## To-day's Advertisements.

## S.S. "VILLE DE LA CIOTAT."

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Cordouan* and *Charente*, and from Bordeaux ex S.S. *Ville de Rochefort*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 21st September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st September, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 21st September, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN, Acting Agent.

Hongkong, 14th September, 1908.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

## "GREGORY APCAR."

Capt. S. H. Belton, will be despatched for the above Ports on TUESDAY, the 22nd instant, at Noon.

This Steamer has Superior Accommodation for Passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 14th September, 1908. [839]

## THE CHINA FLEET.

Weihaiwei, September 3.

The appearance of some of the ships belonging to the China fleet has been somewhat altered during the past week; the torpedo boat destroyers have been painted a lighter colour and have had their funnels painted yellow instead of grey; also to distinguish the cruiser of the County class from each other the *Monmouth* has had two white bands painted on her foremost funnel, the *Kent* one white band, the *Bedford* remaining all grey.

During the week the (Officers') Amateur Dramatic Company has given a series of performances, on behalf of the Mayor of Portsmouth's Naval Disaster Fund, at the Queen's Hall, Weihaiwei.

On Tuesday, September 1, the annual sailing race for the Commodore-in-Chief's Cup took place. There was a fast breeze and twenty-four boats entered for the race, which was twice round a triangular course (9 miles). The result was:—

1.—Mr. Reep, Gunner—H. M. S. *Kent*—30 ft. cutter.

2.—Comdr. Lewis—H. M. S. *King Alfred*—32 ft. cutter.

3.—Lieut. Ormsby—H. M. S. *Bedford*—35 ft. pinnace.

The *Monmouth* completed her light Q.F. tests on Wednesday. With her 12 pr. guns she fired 69 rounds and made 32 hits, or an average per gun per minute of 4.36 hits.

Best shot Corpl. Gallant, R. M. L. I., 10 rounds, 7 hits.

The fleet left Weihaiwei on Thursday afternoon, anchoring outside the harbour to await mails, after the arrival of which the ships will proceed to Port Lazare, Olga Bay, Vladimir Bay, Hakodate and Myadon returning to Weihaiwei about October 6. The destroyer flotilla is proceeding to Nagasaki for general leave, and on its return to Weihaiwei, many of the crews will proceed to Wonsung to meet their relatives who are due at Wonsung early in October.

H. M. S. *Crescent*.

Mr. Stewart Lockhart, Commissioner of Weihaiwei, is to be the guest of Captain Erskine on board of H. M. S. *Bedford* for a month's cruise.—N. C. D. News.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. .... 1/0 1/2

Do. demand ..... 1/0 5/16

Do. 1 month's sight ..... 1/0 7/16

France—Bank T.T. .... 2 2 1/2

America—Bank T.T. .... 1/0 1/2

India T.T. .... 1/0 1/2

Do. demand ..... 1/0 1/2

Shanghai—Bank T.T. .... 7 1/2

Singapore—Bank T.T. per H.K. \$100 ..... 76

Japan—Bank T.T. .... 100 1/2

Yava—Bank T.T. .... 100 1/2

Buying.

4 month's sight L/C ..... 1/0 1/2

6 month's sight L/C ..... 1/0 1/2

10 days' sight San Francisco & New York ..... 44

1 month's sight do. .... 45

10 days' sight Sydney & Melbourne ..... 1/0 1/2

1 month's sight France ..... 2 2 1/2

1 month's sight do. .... 2 2 1/2

1 month's sight Germany ..... 1/0 1/2

Bank of England rate ..... 21 1/2

Sovereign ..... \$11.50

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New ..... Per picul 1,050/1,060

Old ..... 1,050/1,120

Older ..... 1,120/1,150

Oldest ..... 1,150/1,180

Patna New ..... Per chest 2,050/1,055

Old ..... 2,150

Benares New ..... 2,100

Old ..... 2,075

Patna (Paper) ..... \$2 1/2

## Intimations.

## YOU MAY BUY

## FROM US A

## VICTOR



AT

\$2 per week.

## CALL AND HEAR

OUR

## LATEST

## RECORDS,

## IMPROVED

## MACHINES

AND THE

## MARVELLOUS

## AUXETOPHONE



Hongkong, 22nd August 1908

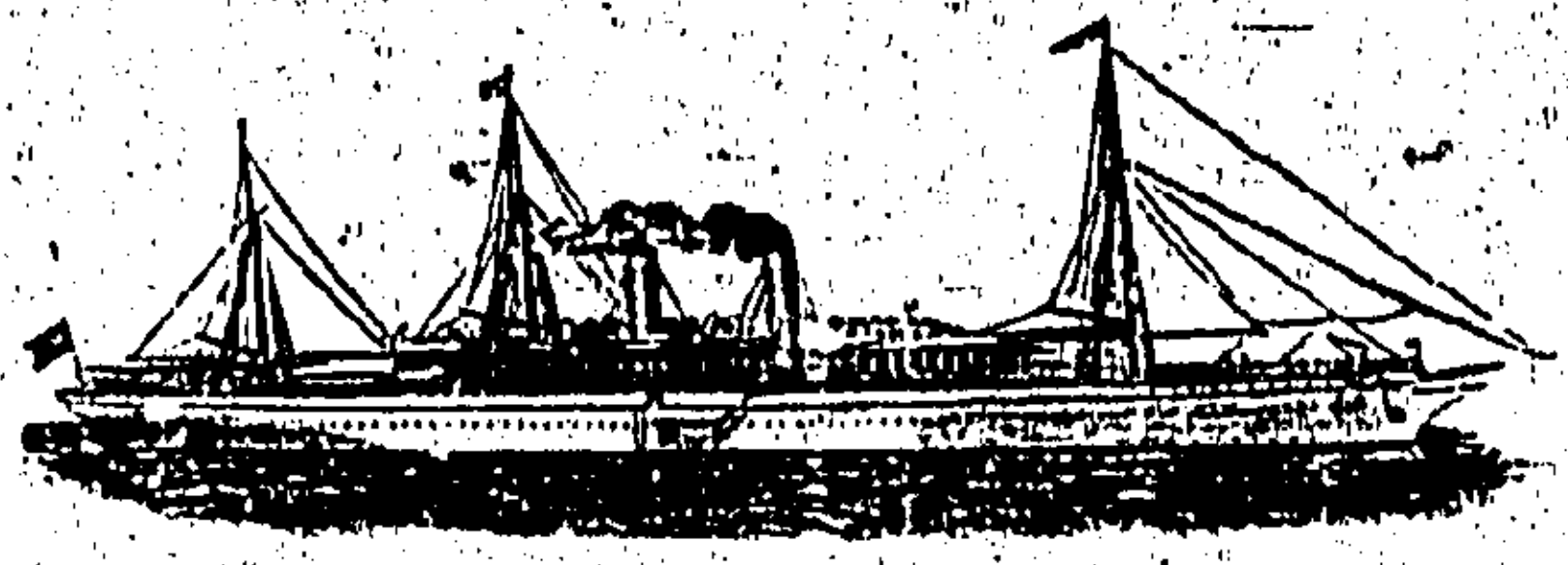
[35]

## KOWLOON HOTEL.

ESTABLISHED 1899.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.  
5 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA"	6,000	SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE"	6,000	SATURDAY, Oct. 3rd	Oct. 27th
"EMPRESS OF INDIA"	6,000	SATURDAY, Oct. 17th	Nov. 7th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Nov. 7th	Nov. 28th
"EMPRESS OF CHINA"	6,000	SATURDAY, Nov. 28th	Dec. 19th
"MONTEAGLE"	6,000	SATURDAY, Dec. 12th	Jan. 5th, 1909.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.  
"EMPRESS" steamships depart from Hongkong at 4 P.M.  
S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New PALATIAL "EMPIRE" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ..... 7/10 Canadian Atlantic Ports or New York £71.10  
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £40. " " £40.  
First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further Information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
D. W. GRADDOCK, General Traffic Agent for China, &c.,  
Corner Pedder Street and Praya, Opposite Blake Pier.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
TIENSIN via TSINGTAU, WEI-HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New PALATIAL "EMPIRE" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.	"CHIPSING"	TUESDAY, 15th Sept., Noon.
SHANGHAI via SWATOW, CHOYSANG, WEDNESDAY, 16th Sept., Noon.	"CHOYSANG"	WEDNESDAY, 16th Sept., Noon.
MANILA, YUENSANG, FRIDAY, 18th Sept., 4 P.M.	"YUENSANG"	FRIDAY, 18th Sept., 4 P.M.
MANILA, LOONGSANG, FRIDAY, 25th Sept., 4 P.M.	"LOONGSANG"	FRIDAY, 25th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, & MOJI	"KUTSANG"	FRIDAY, 2nd Oct., Noon.

RETURN TOURS TO JAPAN.  
Occurring 24 Days.

The steamers "Kutang," "Namsang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chaofo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,  
General Managers.

Telephone No. 61.  
Hongkong, 12th September, 1908.

## CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAMARANG & SOERABAYA	"LAMINGTON"	15th Sept., Noon.
SHANGHAI	"KIUKIANG"	15th " 4 P.M.
MANILA	"TAKING"	15th " "
CEBU & LOILO	"KAIFONG"	17th " "
NINGPO & SHANGHAI	"YINGCHOW"	17th " "
HOIHOW & HAIPHONG	"SINGAN"	18th " 10 A.M.
MANILA, ZAMBOANGA and AUSTRIA	"TAIXUAN"	20th Oct. 4 P.M.

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Telephone No. 36.  
Hongkong, 14th September, 1908.

## HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	Almond	MANILA	SATURDAY, 19th Sept., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 26th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 14th September, 1908.

## Shipping—Steamers.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"MALTA,"  
Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for COLOMBO, MARSEILLES and LONDON, on SATURDAY, the 19th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "India," 8,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. "Malta," due in London on 26th October, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 9th September, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

## THE Company's Steamship

"HAIMUN,"

Captain J. W. Evans, will be despatched for the above Ports, on TUESDAY, the 15th instant, at 2 o'clock P.M.

A reduction of 20% on First Class Fares to Fochow will be made during the Month of September.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 11th September, 1908.

## NORTHERN PACIFIC LINE

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

Steamer Tons. Captain. Sailing date

"Invincible" 4,789. Lloyd. On 22nd Sept.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queens Buildings,  
Hongkong, 14th August, 1908.

## REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "SHIMOSA" 10th Oct.

For Freight and further information, apply to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 8th September, 1908.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Five New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ..... \$4.

Meals ..... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON & S. CO., LD.,

and

SHIU ON & S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

## Shipping—Steamers.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above on THURSDAY, the 11th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 3rd September, 1908.

## HONGKONG, NEW YORK &amp; BOSTON.

## AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

## THE Steamship

"INDRAMAYO,"

on 21st September, at 5 P.M.

For freight and further information, apply to  
SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 4th September, 1908.

## Dentistry.

TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

## Dr. M. H. CHAUN.

THE LATEST METHOD

OF THE

AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 15th April, 1907.

## Intimations.

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO MARKS.

No. 60 QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then

H. R. H. The Duke of York, and

H. R. H. The Emperor of Russia, and having

4,500 testimonials from all sources.

My 34 years' experience in tattooing is a

guarantee of good work and prompt execution.

My colours are absolutely fast and perfectly

harmless, and produce a charming effect not

attained by any other, as their composition is

only known to me. In tattooing unlike some

species of engravings, care must be taken to

have the work done in a perfect, high toned

manner. In order to take special precaution

against possible dangers, I use fresh materials

daily.

The copying of Portraits with distinct

minuteness a specialty.

Hongkong, 1st September, 1908.

## THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGEE (TASTELESS) FORM.

A BROKEN-DOWN SYSTEM

This is a condition (or disease) in which doctors

give many names, but which few of them really

understand. It is simply weakness—a broken-down

as it were, of the vital forces that sustain the system.

No matter what may be its cause (for they are almost numberless), its symptoms are much the

same—the more prominent being sleeplessness, sense of prostration or weakness, depression of

spirit and want of energy for all the ordinary

affairs of life. Now, what alone is absolutely essential in such cases is to increase the vitality—

to three of these morbid feelings, and experience

proves that as night succeeds the day this may be

more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION No. 3

than by any other known combination. So surely

as it is taken in accordance with the printed

directions accompanying it, will the shattered

system be restored.

THERAPION LAMP OF LIFE

is a new existence imparted in place of, and

as it were, a new system of work, and a new

valuable. It is a wonderful medicine, but is purely

vegetable and innoxious, is agreeable to the taste,

and is easily assimilated. It is a powerful agent, in

either age and it is difficult to imagine a case of

disease or derangement, whose main features are

those of debility, which will not be benefited by this

wide-spread and numerous class of human ailments.

THERAPION is sold by

all chemists, and is sold by the principal

Wholesale and Retail Dealers in Hongkong.

Sold by all Chemists.

## Intimations.

## THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for

COLONIAL and OVER-SEAS MEMBERS; it is situated at No. 81, Piccadilly (the

centre of Clubland), opposite the Green Park.

The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library.

Ladies are eligible as Members.

Entrance Fee, Five Guineas, Annual Subscription, Five Guineas.

Further particulars from

THE ORGANISING SECRETARY,

84, Piccadilly, W.

London, 19th August, 1908.

## MUSIO LESSON.

LESSONS in Violin, Mandoline and Guitar

at pupils' residence.

Evening engagements for Dances and

Concerts.

Apply to—

E. J. LOPES,

C/o Hongkong Telegraph Office.

Hongkong, 9th March, 1908.

## RARE COPPER AND SILVER COINS.

FOR SALE.

A MOST Valuable, and Rare Collection of

Ancient COINS consisting of those of the

SASSANIAN, GREEK, ARABO-BACTRIAN,

INDO-SCYTHIAN, and EARLY HINDU DYNASTIES.

THE SULTANS OF DELHI (including

</



BUDDHISM IN ENGLAND.

MISSIONARY MONK QUITE SATISFIED WITH ITS PROGRESS.

Bikuya Ananda Metteyya, who has been doing missionary work in the interests of Buddhism in England during the past few months, expressed himself to an interviewer last month as quite satisfied with the fruits of his labours. He was frequently questioned, he said, as to the number of converts he had made. But his object in visiting England was not to convert; it was primarily to ascertain the number of those interested in Buddhism, and to form them into a nucleus to prepare the way for the future propagation of his religion in Great Britain.

So far as that was concerned he was perfectly satisfied with the progress made. The Buddhist Society of Great Britain and Ireland now had a membership of about 150, with Prof. T. W. Rhys Davids as president, and the Earl of Mexborough, H.R.H. the Prince of Sikkim, and Prof. C. R. Lannan as vice-president. "On 1 Oct., said the Bikuya, "I leave England for the East. There I will continue working for two years, during which time I hope to found a 'Sangha' (chapter of monks). The 'Sangha' will then come to England and establish a monastery, where the work of ordaining can be efficiently carried on."

SHIPPING AND MAILS.

American (China) 16th inst. 7 a.m.  
English (Oriental) 16th inst. 7 a.m.  
Indian (Gregory Affair) 17th inst.  
Canadian (Empress of China) 17th inst.  
German (Prins Walamar) 18th inst.  
American (Manchuria) 22nd inst.  
German (Zieten) 24th inst.

The Imperial German Mail s.s. *Luetow*, which left here on 10th inst., at noon, arrived at Shanghai yesterday at 2 a.m.  
The APCO s.s. *Gregory Affair* from Calcutta, left Singapore on 12th inst., morning, and may be expected here on 17th inst.  
The P. M. S. Co's s.s. *China* will sail from Manila on Wednesday evening, and will be due to arrive in Hongkong on Friday at noon.  
The Imperial German Mail s.s. *Zieten* carrying the German Mails with dates from Berlin of the 16th ult., left Colombo yesterday, p.m., and may be expected here on 24th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 14th at 11.55 a.m.—The barometer has fallen over N.E. Japan, the depression remaining still to the West of Hakodate.  
Pressure has increased considerably over S. Japan and the Bonins, and a slight rise has taken place also over S. China and the Philippines.  
It is in slight to moderate excess of the normal over the China coast, the Loochoos and the Philippines.  
Gradients continue slight, and light variable winds may be expected in the Formosa Channel, and the N. part of the China Sea.  
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.38 inches.  
FORECAST.  
1.—Hongkong and Neighbourhood, variable winds, light shower.  
2.—Formosa Channel, same as No. 1.  
3.—South coast of China between Hongkong and Lamook, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.  
Michael Jensen, Ger. s.s., 951, H. Bendixen, 12th Sept.—Samarang and Sept. Sugar, J. & Co.  
Johanna, Ger. s.s., 952, J. Iversen, 13th Sept.—Pakhoi 9th Sept.—and Hoihow 12th Sept.—J. & Co.  
Chip Shing, Br. s.s., 1,199, F. Mooney, 12th Sept.—Tientsin via Chefoo and Weibaiwei 4th Sept.—J. M. & Co.  
Chiyuen, Ch. s.s., 1,171, C. Stewart, 12th Sept.—Shanghai 9th Sept.—Gen.—C. M. S. N. Co.  
Hainan, Br. s.s., 636, J. W. Evans, 13th Sept.—Fochow via Amoy and Swatow 12th Sept.—Gen.—D. L. & Co.  
Man-lan Maru, Jap. s.s., 1,184, Shimidzu, 13th Sept.—Kutchinoh 8th Sept.—Coal—M. B. K.  
Australia, Fr. s.s., 3,543, H. Verron, 13th Sept.—Shanghai 11th Sept. Mails and Gen.—M. M.  
Shoshu Maru, Jap. s.s., 999, I. Ijichi, 13th Sept.—Amoy via Amoy and Swatow 12th Sept.—Gen.—O. S. K.  
Kiang Ping, Ch. s.s., 1,221, Driessander, 13th Sept.—Chinkiang 12th Sept.—Gen.—King Lee.  
Kwongsang, Br. s.s., 1,228, W. P. Baker, 13th Sept.—Canton 12th Sept.—Gen.—J. M. & Co.  
Kiukiang, Br. s.s., 1,228, H. A. Wavell, 13th Sept.—Canton 12th Sept.—Gen.—B. & S.  
Awa Maru, Jap. s.s., 3,312, A. Keith, 14th Sept.—Yokohama and Sept.—Gen.—N. Y. K.  
Rajah, Ger. s.s., 2,207, R. Petersen, 14th Sept.—Bangkok and Kotsichang 7th Sept.—Wood, Salt, Rice and Gen.—B. & S.  
Yingchow, Br. s.s., 1,216, W. Fraley, 14th Sept.—Shanghai 10th Sept.—Gen.—B. & S.  
Ville de la Ciotat, Fr. s.s., 6,533, Barillon, 13th Sept.—Marseilles and Saigon 11th Sept.—Mails and Gen.—M. M.  
Yuenan, Br. s.s., 1,250, P. H. Rolfe, 14th Sept.—Manila 11th Sept.—Gen.—J. M. & Co.  
Austria, Aust. s.s., 4,871, G. Raich, 14th Sept.—Tientsin 27th July and Singapore 8th Sept.—Gen.—S. W. & Co.  
Cathay, Dan. s.s., 2,649, J. Thompson, 14th Sept.—Moji 8th Sept.—Gen.—M. & Co.  
Toonah, Ch. s.s., 942, A. A. Crawford, 14th Sept.—Canton 13th Sept.—Gen.—O. M. S. N. Co.  
Amigo, Ger. s.s., 700, H. Frandsen, 14th Sept.—Hoihow 13th Sept.—Rice and Gen.—J. & Co.  
Clearances at the Harbour Office.  
*Chiyuen*, for Canton.  
*Kiang Ping*, for Canton.  
*Ville de la Ciotat*, for Shanghai.  
*Australia*, for Saigon.  
*Yingchow*, for Canton.  
*Yuenan*, for Amoy.

Departures.

Sept. 13.  
*Duffin Maru*, for Swatow.  
*Wakamatsu Maru*, for Chinkiang.  
*Pinglong*, for Swatow.  
*Fuma*, for Saigon.  
*Meifu*, for Canton.  
Sept. 14.  
*Loon K. for Bangkok*.  
*Chongking*, for Canton.

Passengers arrived.

Per *Holm*, from Coast Ports—Mr. P. A. Van der Stede, Miss Carole, Mrs. Harris and 3 children, and 150 Chinese.  
Per *Awa Maru* from Japan for Hongkong—Mr. Tulip, Capt. A. H. Synnot, Messrs. Soe, Ogino, Major Ford, Mr. Recha, Mr. and Mrs. Silva and child, Messrs. J. Brun, A. Deney, Lieut. Lucy, Miss Shigemura, Messrs. Satohara, Kuraiwa and G. Clark. For Singapore—Mr. Dawson, Prof. Shibayama, Col. Corton, Dr. Miyamoto, Dr. Tsubaki, Messrs. Shimano and Nudano, For Colombo—Mr. Swan, Col. Awa, Wingate, Messrs. C. S. Pany, Davis and Ibrahim. For Marseilles—Major Hatt, Capt. Higuchi and Sano, Rev. and Mrs. Wier, Miss Loralie, and Mr. Adake. For London—Messrs. Williams, Meyer, Johansen, Mrs. Fausen, Messrs. Sawaki, J. Kerr and Victoria.  
Per *Yuenan*, from Manila—Mr. and Mrs. Reusin and child, and Mr. E. Walomont.  
Per *Austria*, from Trieste, &c.—Rev. and Mrs. von Wiser, Rev. L. Galdio, 400 Chinese, and 3 Jap. men.  
Per *Ville de la Ciotat*, for Hongkong from Marseilles—Mr. and Mrs. Bardot, and Mr. Nabuon.  
From Colombo—Messrs. Ahio, Achey, Abong, Wike, and 7 Chinese.  
From Singapore—Messrs. Onait, Merceki, Lai Wan Tung, Mrs. Elias, Lin Thong, Chan Cheung, and 2 Chinese.  
From Saigon—Messrs. White, Metharso, Mohri, P. Dalle, W. Ward, Mrs. Merel, Mr. Arus, and 270 Chinese.  
For Shanghai from Marseilles—Messrs. Bay Anderson, Gallard, Acosta, Lefaki, Ramaker, Flamer, Aubre, Veilan, Mr. and Mrs. Sander, Mr. Carde, and 1 Chinese.  
From Saigon—Mr. Arthur, and Mrs. Maria. For Yokohama from Marseilles—Mr. and Mrs. Montigny, Mr. and Mrs. Lion, Messrs. Ferrie and Gribelle.

Shipping Reports.

Sir Yuenan, from Manila:—Fine throughout.  
Sir Chiyuen, from Shanghai:—Fine weather throughout.  
Sir Yuenan, from Shanghai:—Light winds and fine.  
Sir Chiyuen, from Shanghai:—Fine weather throughout.  
Sir Haimun, from Coast Ports:—Light south to S.W. winds and fine.

VESSELS IN PORT.

STAMERS.  
Ailsacraig, Br. s.s., 2,165, A. D. Moody, 30th Aug.—Harry Dock 14th July, Coal.—Navy Department.  
Aucheanla, Br. s.s., 2,597, G. Moir, 12th Sept.—Newcastle 22nd Aug., Coal.—D. & Co.  
Bourbon, Fr. s.s., 997, Le Bail, 6th Sept.—Saigon and Sept. Gen.—Man Fat.  
Cnpi, Ital. s.s., 2,718, D. Pedone, 5th Sept.—Bombay 17th Aug., and Singapore 30th, Gen.—C. & Co.  
Carl Diederichsen, Ger. s.s., 774, J. Kayser, 9th Sept.—Haiphong 5th Sept., and Hoihow 8th, Rice and Gen.—J. & Co.  
Choyang, Br. s.s., 2,284, A. E. Sandbach, 11th Sept.—Calcutta via Penang and Singapore 5th Sept.—Gen.—J. M. & Co.  
Courtfield, Br. s.s., 4,897, J. Wineman, 25th May.—Moji 10th May, Coal.—M. B. K.  
Euphrates, Br. s.s., 1,204, G. J. Spink, 10th Sept.—Penang 30th Aug., Gen.—Order.  
Fooksang, Br. s.s., 1,097, T. A. Mitchell, 12th Sept.—Moji 7th Sept.—Gen.—J. M. & Co.  
Hailan, Fr. s.s., 477, O. Hbek, 31st Aug.—Hoihow 9th Aug.—Gen.—A. R. M.  
Helene, Ger. s.s., 771, J. Jensen, 2nd Sept.—Touane and Hoihow 11th Sept.—Gen.—J. & Co.  
Hokuto Maru, Jap. s.s., 2,426, Keneda, 9th Sept.—Moji 2nd Sept.—Coal.—M. B. K.  
Hupei, Br. s.s., 1,204, G. J. Spink, 10th Sept.—Hoihow 9th Sept.—Gen.—B. & S.  
Inverclyde, Br. s.s., 3,513, W. H. Lea, 10th Sept.—New York 31st July, Oil and Gen.—T. & Co.  
Kaga Maru, Jap. s.s., 3,905, G. F. Laiprak, 6th Sept.—Shanghai 3rd Sept.—Gen.—N. Y. K.  
Knipsberg, Ger. s.s., 646, Henk, 11th Sept.—Kwongchow-wan and Macao 11th Sept.—Gen.—J. & Co.  
Lorient, Br. s.s., 1,340, H. C. D. Frampton, 5th Sept.—Saigon 31st Aug.—Gen.—Wo Fat Sing.  
Lamington, Br. s.s., 2,283, J. J. G. MacPhail, 31st Aug.—Hongay 28th Aug.—Coal.—B. & S.  
Montaner, Am. s.s., 2,111, C. Camus, 4th Sept.—Manila 1st Sept.—Ballast—Master.  
Monteghi, Br. s.s., 6,163, W. Davison, 9th Sept.—Vancouver 15th Aug., and Shanghai 9th Sept. Mails and Gen.—C. P. R. Co.  
Pera, Br. s.s., 4,916, W. W. Cooke, 10th Sept.—Middleboro 19th July, Gen.—P. & O. S. N. Co.  
Rubi, Br. s.s., 1,619, R. W. Almond, 7th Sept.—Manila 3rd Sept., and Amoy 6th, Hemp.—S. T. & Co.  
Siberia, Am. s.s., 5,655, A. Zeeder, 6th Sept.—San Francisco 11th Aug., and Shanghai 4th Sept. Mails and Gen.—P. M. S. Co.  
Signal, Ger. s.s., 942, C. Schlaikier, 8th Sept.—Saigon 7th Sept.—Ballast.—J. & Co.  
Silesia, Ger. s.s., 3,238, von Hoff, 11th Sept.—Singapore 4th Sept.—Gen.—H. A. L.  
Taming, Br. s.s., 1,316, A. Somerville, 11th Sept.—Manila 8th Sept.—Gen.—B. & S.  
Victoria, s.s., 989, T. Ecken, 13th Sept.—Nan Chau 11th Sept.—Salt.—S. W. & Co.  
Wongkoi, Br. s.s., 1,115, W. Reher, 12th Sept.—Bangkok 6th Sept.—and Swatow 11th, Rice and Wood.—B. & S.  
Zafro, Br. s.s., 1,619, R. Redger, 31st Aug.—Manila 28th Aug.—Ballast.—S. T. & Co.  
SAILING VESSELS.  
Eclipse, Br. 4-masted bark, 2,068, J. White, 11th Sept.—Canton 10th Sept.—Ballast.—S. O. Co.  
Juteopolis, Br. ship, 2,840, Stewart, 5th June.—San Francisco 5th April, Case Oil.—S. O. Co.  
King George, Br. ship, 2,057, Tucker, 7th Aug.—Canton 6th Aug.—Ballast.—S. O. Co.  
DOCK RETURNS.  
HONGKONG AND WHAMPOA DOCK.  
Sorsogon ..... at Kwonglo Dock  
H.M.S. Whiting ..... " " "  
U.S.S. Albatross ..... " " "  
Montaner ..... " " "  
Chan On ..... " " "  
Hupoh ..... " " "  
Hailan ..... " " "  
Kiang Ta ..... at Cosmopolian  
Kaga Maru ..... " " "  
Pookshun ..... " " "

Steamers Expected.

Vessels	From	Agents	Date
Yaboshi Maru	Yokohama	N. Y. K.	Sept. 15
Bendora	Singapore	G. L. & Co.	Sept. 15
Trarquer	Singapore	M. & Co.	Sept. 15
Oriental	Singapore	P. & Co.	Sept. 15
China	Shanghai	P. M. Co.	Sept. 16
Tosa Maru	Shanghai	N. Y. K.	Sept. 16
Emp. of China	Shanghai	C. P. R. Co.	Sept. 17
Hanchi Maru	Singapore	N. Y. K.	Sept. 17
Gregory Apar	Singapore	D. S. & Co.	Sept. 18
Weldemar	Singapore	W. & Co.	Sept. 18
Tijuanas	Yokohama	J. C. J. Ltd.	Sept. 18
Yanchuria	Yokohama	P. M. Co.	Sept. 22
Yenofu Maru	Colombo	N. Y. K.	Sept. 23
Zieten	Colombo	M. & Co.	Sept. 24
Minosota	Yokohama	N. Y. K.	Sept. 30
Wakamiya M.	Bombay	N. Y. K.	Oct. 3

The Ships Passed Canal.

28th July—Brazilia, Crewell, Promethus, Palermo, Hakala Maru, Memon, Derflinger, Klett, 31st July—Bendora, Ningchow, Nore, Polynesian, Maria Richmond, Tauris, 4th August—Alta Cray, Ryan, Eilat, Namur, rich, Glenora, Kintuck, Bengalia, Indira, 7th August—Goben, Bengalia, Bengalia, Calceano, 7th August—Goben, Bengalia, Bengalia, 11th August—Austria, Monmouthshire, Manchester, Wakata Maru, 14th August—Inverclyde, Pera, Silesia, (Ger.) 15th August—Bendora, Bombay Maru, Calcutta, Pahan, Luton, 21st August—Alcinous, Hloch Maru, Ville de la Ciotat, Liberia, Moyne, Prins Ludwig, 25th August—Maiman, Socotra, Dortmund, Sado Maru, 28th August—Glenora, Sardinia, Sumatra, Tauris, 1st September—Indra, Asiyama, Agamemnon, Bengalia, Indira, 4th September—Ching Wo, Siam, Siam Maru, 4th September—Wray, Cattle, Sura, C. Ferd, 4th Sept., Ceylon, Maru, Glatunur, Hyton, Kanagawa Maru, Peikwan, 8th September—Scharhorst, Bengali, Bino Maru, Carnarvonshire, Calcutta, Jitra, El Kanlara, Zieten, Kanang St., 11th September—Armand, Bekto, Kamo Maru, Dioded, Glancu, A. Ubia, Poona.  
Arrivals at Home—28th July—Prins Helms, Denbighshire, Tonkin. 29th July—Poona. 31st July—Canton, Sientor. 4th August—Ceylon, Klett, China, (Aus. Dan of Arila, Rekin, Scandia, Sthoda, Hakala Maru, Saguto, Candia, 7th August—Alcinous, Polynesian, 11th August—Palermo. 11th August—Alcinous. 18th August—Calcutta, Glenora, Goben, Maiman, 18th August—Glenora, Namur, 25th August—Calcutta, Hilla. 18th August—Sido Maru. 1st September—Manchester, Moyne, Prins Ludwig. 4th September—Britavia, Tauris. 7th September—Socotra. 8th September—Ching Wo Tiltan. 11th September—Siam, Dortmund, Agamemnon, Sardinia.

CHINA COAST METEOROLOGICAL REGISTER.

Bar. Th. Hu. Wind W.									
Vladivostok	7 a.m.	29.81	62	69	N	2	0		
Amoy	6 a.m.	29.81	62	69	N	2	0		
Hakodate	"	"	"	"	"	"	"		
Tokio	"	"	"	"	"	"	"		
Kobe	"	"	"	"	"	"	"		
Nagasaki	"	"	"	"	"	"	"		
Kagoshima	"	"	"	"	"	"	"		
Oshima	"	"	"	"	"	"	"		
Naha	"	"	"	"	"	"	"		
Shanghai	7 a.m.	29.77	67	79	NW	3	b		
Weihowai	9 a.m.	29.77	67	79	NW	3	b		
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## SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$14,000,000 \$15,500,000	\$2,005,774	Interim of £2 for first half year @ ex 1/98 = \$21.942	5 1/2 %	\$765 sales London £60
National Bank of China, Limited	99,925	£7	£6	\$4,000,000 \$150,000	\$10,323	\$2 London 3/6 for 1903	...	\$50
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$219,035 \$401,939 \$125,000	none	\$20 for 1906	9 1/2 %	\$215
North China Insurance Company, Limited	10,000	£15	£5	Tls. 100,000 Tls. 48,942	Tls. 204,424	Interim of 7/6 ex 2/58 for 1907	6 %	Tls. 80 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000 \$500,475 \$459,505 \$727,000	\$2,506,011	{Final of \$15 making \$45 for 1906 and } Interim of \$30 for 1907	5 1/2 %	\$765 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,034 \$85,157 \$1,000,000	\$591,763	\$17 and bonus \$3 for 1906	9 %	\$167 1/2 sellers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	11,000	\$100	\$10	\$1,000,000 \$148,007 \$13,803	\$172,432	\$6 and bonus \$2 for 1906	8 1/2 %	\$93 1/2 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$1,233,941	\$428,027	\$27 for 1906	8 1/2 %	\$315 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	10,000	\$25	\$21	\$7,000 \$264,038	\$1,035	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$500,000 \$50,000	Nil.	\$4 for year ending 30. 1907	10 1/2 %	\$38
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$587,500 \$81,766 \$17,655	\$17,755	\$1 1/2 for first half year ending 30.6.08	8 1/2 %	\$27 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$10,000 \$4,000	£13,755	{6/ for 1907 on Preference shares only @ } ex 1/9 11/16 = \$3. 154	5 1/2 %	{ \$35 } \$20
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 \$725,000	Tls. 14,510	Interim of Tls. 1 1/2 for account 1908	7 1/2 %	Tls. 47 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,000,000 \$60,000	\$63,817	{Final of 1/- making 3/- for 1907 and in- } terim of 1/- (No. 10) for a/c 1908	6 %	Tls. 51 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000 \$47,311	\$98	{ \$1.00 for year ending 30.6.1908 } { \$0.50 for year ending 30.6.1908 }	{ 4 % } { 3 1/2 % }	{ \$25 } { \$15 }
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 60,235 Tls. 100,000 Tls. 17,142	Tls. 6,869	Final of Tls. 1/2 making Tls. 5 for 1907	11 %	Tls. 45 buyers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000 \$33,538	Dr. \$279,371	\$8 for year ending 31.12.07	...	\$32
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,131	\$10 for year ending 31.12.07	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 1 (8 %) for year ending 31.12.06	...	Tls. 90 sellers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$150,000 \$12,289	£11,556	Interim of 1/6 (No. 10) for account 1908	7 1/2 %	Tls. 16
Raub Australian Gold Mining Company, Limited	10,000	£1	£1	\$10,000 \$4,873	Dr. £2,191	Interim of 1/6 (No. 10) for account 1908	...	\$7 1/2
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$55,601	\$3,726	\$1.75 for year ending 31.12.06	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$30,000 \$106,856 \$40,000	\$3,556	Final of \$1 1/2 making \$3 1/2 for 1907	7 %	\$49 sa. and b.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$10,000 \$10,000	384 8/7	Interim of \$4 for account 1907	8 1/2 %	\$96
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 697,357	Tls. 33,742	{Final of Tls. 2 1/2 making in all Tls. 5 for } year ending 30.4.08	6 %	Tls. 85
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 75,000 Tls. 125,000	Tls. 12,626	Interim of Tls. 4 for account 1908	10 %	Tls. 167 1/2 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 20 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$30,000	Dr. 24 2/0	\$2 1/2 for year ending 30.6.07	...	\$16 sales
Central Stores, Limited	50,123	\$15	\$15	\$1,500 \$648,975	\$1,178	\$2.50 for 1906	...	\$12 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$12,000	\$14,639	Interim of \$3 for account 1908	9 1/2 %	\$77 ex div.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$50,000 \$36,915	\$36,915	Interim of \$3 1/2 for account 1908	7 1/2 %	\$94
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$217,420	\$4,621	70 cents for 1907	7 1/2 %	\$91
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	1653	\$1 1/2 for 1907	6 1/2 %	\$27
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 } Tls. 170,000	Tls. 107,547	Interim of Tls. 3 for account 1908	7 %	Tls. 116 1/2 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,541	Interim of \$2 for account 1908	9 %	\$46
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 } Tls. 45,939	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 59 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$125,000	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	\$11 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.6.08 (8 %)	...	Tls. 64 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 6,503	Tls. 8 for 1906	...	Tls. 85 sellers
Soy Chea Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 40,068	Tls. 50 for 1906	...	Tls. 142 1/2 sellers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500	£148	10 1/2 per share for 1907 = \$1.037	23 1/2 %	\$71 sales
China Borneo Company, Limited	60,000	\$12	\$12	\$35,000	Nil.	\$1.20 for 1907	11 1/2 %	\$104
China Light and Power Company, Limited	50,000	\$10	\$10	none	125,000	60 cents for year ended 28.2.06	...	16 1/2 buyers
Do. Do. special shares	50,000	\$1	\$1	none	125,000	80 cents for 1907	8 1/2 %	\$91
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$125,000 \$50,000	\$3,598	\$1.30 for year ending 31.7.07	6 1/2 %	\$20
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$5,000	\$2,074	Interim of 40 cents for account 1908	12 1/2 %	\$10 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$12,000	\$5,078	75 cents for 9 months ending 31.12.07	8 %	\$2 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	\$251	\$1 for year ending 28.2.08	10 %	120 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	8 9/7	1 1/2 and bonus 20 cts. for year ending 29.1.08	7 %	\$17 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$9,321	Interim of \$4 for account 1907	8 1/2 %	\$23 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$120,000	\$4,578	Interim of \$1 for account 1908	8 %	\$25
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	none	18,191	Interim of Tls. 10 for 2nd quarter	5 1/2 %	Tls. 600 sellers
Maatschappij tot Mijn. Bosch en Landbouw- exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 47,500 Tls. 27,603	Tls. 17,127	{80 cents on fully paid shares and 6 cents on } { \$1 paid shares for year ending 30.4.08 }	6 1/2 %	\$14
Peak Tramways Company, Limited	25,000	\$10	\$10	\$5,000	\$7,471	None	4 %	\$8
Peak Tramways Company (new)	50,000	\$10	\$10	none	Nil.	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 115 buyers
Philippine Company, Limited	75,000	\$10	\$10	none	Nil.	Final of Tls. 9 making in all Tls. 14 for 1907	15 %	Tls. 93 sellers
Shanghai Gas Company, Limited	34,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,503	Final of 37/6 making 13/6 for 1907	...	Tls. 400 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 } Tls. 75,000	Tls. 8,493	None	...	\$25
Shanghai Waterworks Company, Limited	16,850	£20	£20	Tls. 100,000	Tls. 58,832	40 cents for year ending 31.5.07	6 1/2 %	Tls. 100
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$92,23	Tls. 6 1/2 for year ending 30.4.07	4 1/2 %	\$10
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$478	50 cents for 1907	4 1/2 %	\$10
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 } Tls. 4,000	Tls. 201	{80 cents on 9,000 ord. shares and \$10.80 on } { 100 Founders shares for yr. end. 31.5.07 } { Final of 50 cts. = 1 1/2 % making 60 cents } { for year ending 31.12.07 } { Final of 30 cts. making 80 cts. for the } { year ended 30th June, 1908 }	6 1/2 %	\$4 1/2 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$111			
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$55,000	\$1,350			
Watson, (A. S.) & Co., Limited	99,000	\$10	\$10	{ \$100,000 } \$15,000	\$6,438			
William Powell, Limited	15,000	\$10	\$10	none	\$41			

\* These shares are entitled to half of the profits

Intimations.

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100 ASSORTED Scotch, English &amp; Irish Views, etc. for 1/6.

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WM. PARLAEN

Manager.

Hongkong, 22nd June, 1907

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Messrs. A. S. Watson &amp; Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

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AN INSPECTION INVITED.

Hongkong, 6th August, 1908. [33]

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